ADDENDUM NO. 1

TO SPEC. 04-201

Professional Consultant Services for Updating a Pavement Management System

Proposal submittal deadline shall remain the same: on or before noon, Wednesday, August 11, 2004 in the office of the Purchasing Agent, Suite 200, K Street Complex, 440 S. 8th St., Lincoln, NE 68508.

Please note the following change:

Currently reads: 11.7.3.1 A sample of a progress report is attached in Appendix C

Shall read: 11.7.3.1 The progress report format will be developed by the selected consultant

and approved by the City prior to work beginning.

QUESTION: I have assumed the City has the Cartegraph software in place, if so what version and

modules do you have, and how long has it been installed?

ANSWER: Yes, Cartegraph Software, version 6/oracle, has been installed for approximately two (2)

years. We have the Pavement View Plus module.

QUESTION: Is it the City's intention to have the Cartegraph system evaluated and potentially replaced,

or do you wish to keep it and upgrade it and the way it is used?

ANSWER: It is our desire to use Cartegraph and not replace it. The consultant will determine how

best to use the system in order to obtain optimum results.

QUESTION: Paragraph 8.3.3 indicated roadway mileage by functional class was available, but did not

have any values provided.

ANSWER: There are 2,790 lane miles of streets, which the City does not have them broken out by

functional class. Arterial Streets are defined by City Ordinance. These determinations may be part of the scope of services with the selected firm. Refer to section 8 in the RFP

for additional information.

QUESTION: 8.3.2.2 referenced "Permits Plus" Am I correct in assuming this is another software module

the City has?

ANSWER: Permits Plus is a separate software package and separate of Pavement Management.

QUESTION: One of the evaluation criteria was timeliness and ability to meet milestones, however no

milestones were provided. What are the key dates to meet?

ANSWER: It is the desire of the City to have the system implemented with in one year or less. The

milestones will be negotiated with the selected firm.

QUESTION: How many miles of roads are rigid (PCC)? How many are flexible (HMAC)?

ANSWER: The City does not have this information and will expect the selected consultant to obtain

the information.

QUESTION: We have recommended for all the projects we have done, to survey only

the outside lane (both directions for divided roadways). Does the City of Lincoln wish to survey all lanes or are the outside lanes adequate for their

network level survey?

ANSWER: It is expected the Consultant will make recommendations for the City to consider in

making this dtermination.

QUESTION: Section 8.2.3 (8.3.3 in the RFP) of the RFP appears to be incomplete.

What is the rest of it suppose to say?

ANSWER: See first portion of this Addendum.

QUESTION: Can we be sent the four evaluation forms referenced in section 8.3.1 to

get a better understanding of the current procedures?

ANSWER: Yes, see attached.

QUESTION: Section 8.3.1.1 (8.3.2.1 under 8.3.1 in the RFP) mentions "base

condition". Was this determined through geotechnical testing or Falling Weight Deflectometer testing? Are these services required under this

contract?

ANSWER: No, determined by visual inspection.

QUESTION: We primarily use a profiler to determine ride quality. How was ride

quality determined in the past surveys (subjective, other equipment, etc.)?

ANSWER: Subjective

QUESTION: Is there any additional right-of-way information that the City would

like collected besides Curb & Gutter? (Inlets, sidewalks, guard rails,

signage, etc.)

ANSWER: Not at this time.

QUESTION: Section 8.3.2.2 of the RFP also appears to be incomplete. The

recommended links include the GIS, permits, plus....?

ANSWER: Should read Permits Plus software. Refer to section 9 for computer technical information.

QUESTION: Our professionals are experts with Oracle, SQL Server and Access DB

applications. Can SQL Server be used instead of Oracle? (The costs are

significantly lower and the two applications have all of the same

requirements that our automated system requires to function. We don't

usually require the higher features in Oracle)

ANSWER: Refer to section 9. Oracle.

QUESTION: Section 10.1.1.1 says gather all roadway-related data. Is there a list

or existing database available to review?

ANSWER: Yes, it is available by contacting Steven Faust, Rehabilitation Coordinator at 402/441-8413

or fax: 402/441-6576 or email: sfaust@lincoln.ne.gov You must have ACCESS software to

open the files.

QUESTION: What modifications are desired to the CarteGraph system? What are the

current deficiencies that have caused the City to look at other possible

systems?

ANSWER: Consultant to make recommendations.

All other terms and conditions to remain unchanged.

Dated this 3rdth day of August, 2004.

Purchasing Department

Mary L. Matson Assistant Purchasing Agent

ASPHALT SURFACE RESIDENTIAL STREET

LANE MILE SURVEY NO. ___

		•	DATE: EVALUATED BY:				
STREET		EDOM	EVALUATED BY:				
I FNGTH		WIDTH	TOSQ. YARDS YPEBASE TYPE				
ASPHALT TY	PF	CURRT	VPF				
YEAR CONST	RUCTED OR RESU	REACED	RASE TYPE				
				RATIN POINT			
SURFACE CONDITION	Pavement smoothness very satisfactory. No surface failure	*Occasional spot failures, spalling, roughness or rutting Correctable	Frequent spot surface failures. Rough surface in need of heavy maintenance. Traffic must reduce speed Frequent spot surface failure. Traffic speeds reduced substantially by surface condition				
	0 I 2	2 3 4	6 7 8 9 10 10				
MAINTENACE ECONOMY	than strictly routine. estensive. Some patching required annually necessary. Considerable or continued patching necessary Road must be rebuilt, not repaired. Temp. maintenance only						
BASE	0 1 2 Rare situations of base	Occaisional evidence of mino					
FAILURE	failure	base failure. Fully correctable by spot repairs	failure, correctable with heavy maintenance. Traffic speeds reduced somewhat thoughout section. Extrement wash-board condition. Need reconstruction, Traffic speeds reduced substantially				
ON TER LEY	0 1 2						
OVERALL RIDING QUALITY	No driver strain with normal conditions. Crow & transitions provide excellent vehicle operation, smooth riding. No width or clearance restriction	Moderate driver strain due to minor geometric deficiencies. Good riding comfort	Considerable driver strain due to geometric deficiencies. Vehicle operation affected. Some riding discomfort Server driver strain due to geometric deficiencies. Substantial riding discomfort				
	0 1 2	3 4 5	6 7 8 9 10 10				
CURB CONDITION	Uniform flow lines and uniform curb crross- section. No surface deterioration	Uniform flow lines and only moderate cross-section damage. Only spot deterioration easily repaired	Moderate flow line and cross- section damage. Deterioration of gutter surface and curb face more frequent Moderate flow line and cross- frequent damage to cross-section. Gutter and curb face surfaces, deteriorated frequently.	***************************************			
	<u>0</u> I 2	3 4 5	6 7 8 9 10 10				
		TRAFFIC CON	Condition Total				
TRAFFIC	Low Volume Residential (Cul-de- sac/Dead-end Sts.)		Collector Bus Route/Collector				
1	0 1 2	3 4 5	6 7 8 9 10 10				
	Indicate Type of Ma		Design Consideration (See Remarks)				
	Remarks:						
FORM1445.MES							

CONCRETE PAVEMENT RESIDENTIAL STREETS

LANE MILE SURVEY NO.

,								EVAI	HATE	D RV			
STREET		FROM TO											
LENGTH	WIDTH SQ. YARDS												
ASPHALT TY	PE				CUI	RB TYI	PE			7.15	,		
YEAR CONST	RUCTE	D OR RE	ESURI	FACED_			BA	SE TYPE	3				
													RATING POINTS
SLAB SURFACE CONDITION	1	noothness ve tory. No su	-	delaminati Correctabl	al, spalling, on or expose e with mino oth patches).	ed steel. r maint.	delami Surface	nt spalling, nation or exp e rough w/ex ate some lon	posed	el. dela stee dep	ere spalling mination or l. Failure th th of slab. I king long. &	exposed mu entire Extensive	
	0	1	2	3	4	5	6	7	8	9	10	10	
MAINTENACE ECONOMY		enditures otl		Some expenditures, but not estensive. Some patching required annually			Considerable expenditures necessary. Considerable or continued patching necessary				essive expending amount of the		
	0	Person	2	3	4	5	6	7	8	. 9	10	10	
JOINT CONDITION	differen	rell sealed no tial settleme g long, or tra	nt. No	Minor sealing req., its. uniform. Minor cracking along edge of its. Occasional long. or trans. crack. Minor diff. settlement along its. Correctable w/minor cleaning and resealing			Extensive sealing req. Frequent cracking & spalls along jts. frequent working cracks. Diff. settlement along cracks and jts. Correctable w/major joint repairing & resealing			dete spall g most	nsive jt. rioration ma ing & failur i joints Exe settlement. ilt.		
	0	I	2	3	4	5	6	7	8	. 9	10	10	
OVERALL RIDING QUALITY	normal of Crown of provide operatio	er strain with conditions. & transitions excellent ve n, smooth ri h or clearand	hicle ding.	Moderate driver strain due to minor geometric deficiencies. Good riding comfort.			Considerable driver strain due to geometric deficiencies. Vehicle operation affected. Some riding discomfort			to ge defic Subs	er driver stri ometric iencies. tantial ridin imfort		
	0	1	2	3	4	5	6	7	8	9	10	10	
CURB CONDITION	uniform	flow lines a curb erross- No surface ttion	nd	Uniform flow lines and only moderate cross-section damage. Only spot deterioration easily repaired			Moderate flow line and cross- section damage. Deterioration of gutter surface and curb face more frequent			n freque cross	lines disrup ent damage -section. G urb face sur iorated frequ	·	
	0	i	2	3	4	5	6	7	8	9	10	10	
				,						(Condition '	Total _	
				T	TRAFFIC	CONSII	DERATIO	ONS					
TRAFFIC		olume ntial (Cul-c id-end Sts.		Typical	Residentia	1	Collecto	or		Bus Ro	ute/Collec	tor	
	0	i	2	3	4	5	6	7	8	9	10	10	
	NOT	E: Higher	Total F	oints Indica	ntes Overal	ll Poor C	Condition			. 7	Traffic Tot	al	
·		· ·		enance or E				Design	n Consi	deration (See Rema	rks)	

FORM1447.MES

ASPHALT SURFACE ARTERIAL STREET

LANE MILE SURVEY NO. ____

								FVΔΙΙ	DA	TE:			<u>.</u>
STREET		EVALUATED BY:TOTO											
LENGTH		,		WIDT	Ή			SQ. Y	ARDS_				
ASPHALT TY	PE				C	URB TY	PE						
YEAR CONST	RUCTEL	OR RES	URI	FACED_			BA	SE TYPE					
	· 												RATING POINTS
SURFACE CONDITION	Pavement smoothness very satisfactory. No surface failure			*Occasional spot failures, spalling, roughness or rutting. Correctable			Rough :	nt spot surface surface in nee naintenance. duce speed	Traffi	e surface f c speeds re intially by tion	educed		
	0	1	2	3	4	5	6	7	8	9	10	10	
MAINTENACE ECONOMY	, .	nditures other tly routine,	•		penditures, Some par annually		necessa	rable expend ry. Considers ed patching no	able or	Great patchi Road not re	sive expen amount of ng necessa must be re paired. Te enance only	iry. built, mp.	
	0	1	2	3	4	5	6	7	8	9	10	10	
BASE FAILURE	Rare situa failure	ntions of base	-		re. Fully c	e of minor correctable	failure, mainten	t evidence of correctable wi ance. Traffic somewhat	ith heavy	though Extrer condit recons speeds	base failur nout section nent wash- ion. Need truction, T reduced ntially	n. board	
	0	1	2	5	6	7	9	10	11.	13	14	15	
OVERALL RIDING QUALITY	normal co Crown & provide er operation,	transitions scellent vehic smooth ridii or clearance	ng.	minor geo	driver stra metric defi ng comfort	iciencies.	to geom	rable driver st etric deficienc operation affe ling discomfo	eies. ected.	to geo deficie	ncies. ntial riding		
	0		2	3	4	5	6	7	8	9	10	10	
CURB CONDITION	1		i	Uniform fi moderate o damage. O deterioration	Only spot	on	section d	e flow line an amage. Dete surface and c quent	rioration	frequer cross-s and cu	nes disrup nt damage ection. Gu rb face sur rated frequ	to utter faces,	
	0 -	I	2	3	4	5	6	7	8	9	10	10	
								-		Co	ondition 7	Fotal _	
					TRAFFI	C CONSII	DERATIO	NS				-	
TRAFFIC VOLUME (ADT)	0 -	Daily Traf 3,000 AD 10,000 AI	Т					20,000 AD & UP					
	Surfac	: Higher T e Condition ate Type of	1				Condition	•		Tı	affic Tota	al	
	1	Desig	gn Co	onsideratio	ns (See R	emarks)	2	Storr	n Sewer	3.		Base Re	epair
		Petro											Patching
	Remar	ks:	<u>.</u>										

FORM1444.MES

CONCRETE PAVEMENT ARTERIAL STREETS

LANE MILE SURVEY NO.

SURFACE CONDITION Satisfactory failure		DATE: EVALUATED BY:									
ASPHALT TYPE YEAR CONSTRUCTED SLAB SURFACE CONDITION MAINTENACE ECONOMY O JOINT CONDITION O JOINT CONDITION O O JOINT CONDITION O O TRAFIC VOLUME (ADT) Average D O Average D O O Average D O O Average D O O O TRAFIC VOLUME (ADT) NOTE: Surface O Average D O O O O O O O O O O O O O O O O O O O		FROM			EVALU	JATED	BY: _				
SLAB SURFACE CONDITION MAINTENACE ECONOMY O JOINT CONDITION JOINT CONDITION O JOINT CONDITION O O OVERALL RIDING QUALITY O Crown & traprovide excoperation, so No width or restriction O CURB CONDITION CURB CONDITION CURB CONDITION TRAFFIC VOLUME (ADT) Average D O A NOTE: Surface of the s											
SLAB SURFACE CONDITION MAINTENACE ECONOMY O JOINT CONDITION JOINT CONDITION O JOINT CONDITION O O JOINT CONDITION O JOINT CONDITION O I OVERALL RIDING QUALITY O Uniform flor uniform curf section. No deterioration O I TRAFFIC VOLUME (ADT) NOTE: Surface											
SLAB SURFACE CONDITION O MAINTENACE ECONOMY O JOINT CONDITION O JOINT CONDITION O JOINT CONDITION O I OVERALL RIDING QUALITY O Uniform flor restriction O CONDITION CONDITION TRAFFIC VOLUME (ADT) NOTE: Surface NOT											
SURFACE CONDITION O MAINTENACE ECONOMY O JOINT CONDITION O JOINT CONDITION O O O VERALL RIDING QUALITY O Crown & transprovide excorperation, so No width or restriction O CURB CONDITION Uniform floruniform curl section. No deterioration O I TRAFFIC VOLUME (ADT) NOTE: Surface No expendit than strictly O I No driver st normal cond Crown & transprovide excorperation, so No width or restriction O I TRAFFIC VOLUME O O NOTE: Surface NOTE: Surface										RATII POIN	
MAINTENACE ECONOMY Doints well differential cracking lot of the composition of the com	hness very . No surface	*Occasional , spallin delamination or expo Correctable with min (partial depth patches	Freque delami Surface aggrega crackin	Severe spalling, delamination or exposed steel. Failure thru entire depth of slab. Extensive cracking long. & trans.							
DOURALL RIDING QUALITY CONDITION O 1 OVERALL RIDING QUALITY Crown & traprovide execution, so No width or restriction o 1 CURB CONDITION Uniform flow uniform curtisection. No deterioration o 1 TRAFFIC VOLUME 0 - 3 (ADT) Average D NOTE: Surface of the strictly and the strictly of th	1 2	3 4	5	6	7	8	9	10	10		
JOINT CONDITION O I OVERALL RIDING Crown & transprovide excoperation, so No width or restriction O I CURB CONDITION O I TRAFFIC Average D VOLUME 0 - 3 3,000 - 1 NOTE: Surface of the section of the se		Some expenditures, t estensive. Some pato required annually		Considerable expenditures necessary. Considerable or continued patching necessary Road must be rebinot repaired. Term maintenance only					of ssary, rebuilt, Temp.	-	
CONDITION differential cracking lost of the crackin	1 2	3 4	5	6	7	8	9	10	10		
OVERALL RIDING QUALITY OVERALL RIDING QUALITY Crown & treprovide exceptation, so No width or restriction O CURB CONDITION Uniform floruniform curl section. No deterioration O 1 TRAFFIC VOLUME (ADT) Average D Average D NOTE: Surface	settlement. No	Minor sealing req., its uniform. Minor crack along edge of jts. Oc- long, or trans, crack, diff, settlement along Correctable w/minor of and resealing	Extensi Frequer along its cracks cracks a w/major resealin	Extensive jt. deterioration major spalling & failure in most joints Excessive diff. settlement. Must c rebuilt.							
RIDING QUALITY normal conc Crown & tre provide exce- operation, st No width or restriction 0 1 CURB CONDITION Uniform flor uniform cur- section. No deterioration 7 TRAFFIC VOLUME (ADT) Average D Average D Average D Average D NOTE: Surface of	2 3	4 5 6	7	8	9 10	11	12	13	14 15		
CURB CONDITION Uniform flor uniform curl section. No deterioration TRAFFIC VOLUME (ADT) Average D 0 - 3 3,000 - 1 NOTE: Surface	litions. ansitions ellent vehicle mooth riding.	to geometric deficiencies. Vehicle operation affected, Some riding discomfort				Server driver strain due to geometric deficiencies. Substantial riding discomfort					
CONDITION uniform curl section. No deterioration TRAFFIC VOLUME (ADT) NOTE: Surface of the section of the section. No deterioration of the section of the section. No deterioration of the section of the section. No deterioration of the section of the sec	2	3 4	5	6	7	8	9	10	10		
TRAFFIC Average D VOLUME 0 - 3 (ADT) 3,000 - 1 NOTE: Surface	crross- surface	Uniform flow lines an moderate cross-section damage. Only spot deterioration easily rep	n	section o	e flow line and lamage. Deter surface and co	ioration	freque cross- and co	ent dama section. arb face s	Gutter		
VOLUME 0 - 3 (ADT) 3,000 - 1 NOTE: Surface	2	3 4	5	6	7	8	9	10	10		
VOLUME 0 - 3 ADT) 3,000 - 1 NOTE: Surface								onditio	n Total		
VOLUME 0 - 3 ADT) 3,000 - 1 NOTE: Surface		TRAFFIC	CONSI	DERATIO	ONS			Oligitio	. 10141 _		
Surface (ADT)0-2 Poin3-5 Poin			· 20,000 AD & UP						
*Indicate	Condition	Points Indicates Over		Condition			Т	raffic T	otal		
1	Design Considerations (See Remarks) 2 Storm Sewer 3 Base Rep.										
4	Petromat	5	_ Slurry	Seal	7	Sho				•	
Remarks	:										